

SUPPLEMENTAL TYPE CERTIFICATE

INSTRUCTIONS - Submit in triplicate to local CAA Aviation Safety Agent. Copy will be returned to applicant upon issuance.

1. NAME AND ADDRESS OF APPLICANT

Aircraft Engineering Foundation, Inc.
Meacham Field
Fort Worth, Texas

2. SUPPLEMENTAL TYPE CERTIFICATE APPLIED FOR:

☒ AIRCRAFT ☐ ENGINE ☐ PROPELLER

ORIGINAL MODEL DESIGNATION

Curtiss-Wright C-46A, C-46D, C-46E, C-46F

NEW MODEL DESIGNATION (If desired)

Super 46C

3. DESCRIPTION OF CHANGE

Modification to provide eligibility for airworthiness certification in the Transport Category under SR-406C in accordance with LBS/AEF Drawing List, titled "Super 46C Drawing List", dated March 27, 1958, Pages 1 thru 11.

I. Equipped with Pratt-Whitney R-2800-34M1, -57, -73, -77, -83AM2, -83AM3, -83AM4, -83AM4A, -85A, -85XA, or -101 engines and Hamilton-Standard 33E60/6801A-6 to -9 propellers:

(Cont'd. Reverse)

4a. WILL DATA BE AVAILABLE FOR SALE OR RELEASE TO OTHER PERSONS?

☒ YES ☐ NO

4b. WILL PARTS BE MANUFACTURED FOR SALE (Ref. CAR 1.55)?

☒ YES ☐ NO

5. SIGNATURE AND TITLE OF APPLICANT

October 15, 1957

DATE OF APPLICATION

President

SIGNATURE

TITLE

6. TO BE COMPLETED BY CAA

NATURE AND LOCATION OF DATA

Data called out in Item 3 above, and TIR No. T-293-2, on file at FW-235.

ORIGINAL TYPE CERTIFICATE NO.

772, 786, 789, 808, 3A2

SUPPLEMENTAL TYPE CERTIFICATE NO.

SA2-422

DATE OF APPROVAL

March 28, 1958

CAA APPROVAL

J. D. Ludwig, FW-235

SIGNATURE

Acting Chief, Aircraft Engineering Division

TITLE

3. Description of Change: - (Cont'd.)

Maximum Take-Off Weight - 50,100 lbs.

Maximum Landing Weight - 48,000 lbs. (May be increased to 49,000 lbs. when the center section is modified in accordance with Report No. 2, LBS/AEF).

Maximum Zero Fuel Weight- 48,700 lbs.

Center of Gravity Range - For weights below 40,000 lbs.:
(Landing Gear Extended) Most Forward Limit - \nearrow 308.0"
Most Rearward Limit - \nearrow 324.4"
For Weights above 40,000 lbs:
Most Forward Limit - \nearrow 311.7"
Most Rearward Limit - \nearrow 324.4"

Datum is nose of fuselage (Station 0).

NOTE 1. Airplanes modified in accordance with this STC must be operated in accordance with AEF/LBS Super-46C CAA Approved Airplane Flight Manual, dated 3-28-58, and placards and instrument markings as listed in Section I of this Airplane Flight Manual must be installed in the airplane.

NOTE 2. Installation of this modification is limited to individual airplanes modified at L.B.Smith Aircraft Corp., Miami, Florida.